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**Revised Edition**

**INTERNATIONAL STANDARDS AND  
RECOMMENDED PRACTICES**

**SECURITY**

SAFEGUARDING INTERNATIONAL ~~CIVIL~~ AVIATION  
AGAINST ACTS OF UNLAWFUL INTERFERENCE

**ANNEX 17**

TO THE CONVENTION ON INTERNATIONAL ~~CIVIL~~ AVIATION

**FOURTH EDITION — OCTOBER 1989**

This edition incorporates all amendments adopted by the Council prior to 23 June 1989 and supersedes on 16 November 1989 all previous editions of Annex 17.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

## AMENDMENTS

The issue of amendments is announced regularly in the *ICAO Bulletin* and in the monthly *Supplement to the Catalogue of ICAO Publications*, which holders of this publication should consult. The space below is provided to keep a **Record** of such amendments.

## RECORD OF AMENDMENTS AND CORRIGENDA

[illegible]

## TABLE OF CONTENTS

|   | <i>Page</i> |  | <i>Page</i> |
|---|-------------|--|-------------|
| FOREWORD .....  | (v)         | CHAPTER 5. Management of response to acts of unlawful interference . . . . .   | 6           |
| CHAPTER 1. Definitions .....  | 1           | 5.1 Operational aspects of an act of unlawful interference . . . . .   | 6           |
| CHAPTER 2. General . . . . .  | 2           | 5.2 Reports. . . . .   | 6           |
| 2.1 Aims and objectives.....  | 2           |  |             |
| 2.2 Security and <del>facilitation</del> .....                            | 2           |  |             |
|   |             | <b>ATTACHMENT TO ANNEX 17</b>  |             |
| CHAPTER 3. Organization . . . . .   | 3           | Extracts from Annex 2 — Rules of the Air . . . . .   | <b>1</b>    |
| 3.1 National organization . . . . .                                       | <b>3</b>    | Extracts from Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — <del>Aeroplanes</del> . . . . . | 8           |
| 3.2 <del>International</del> co-operation . . . . .                       | 3           | Extracts from Annex 9 — Facilitation . . . . .   | 8           |
| CHAPTER 4. Preventive security measures . . . . .                         | 4           | Extracts from Annex 10 — Aeronautical Telecommunications, Volume I . . . . .   | <b>11</b>   |
| 4.1 General <del>objectives</del> of the measures . . . . .               | 4           | Extracts from Annex 11 — Air Traffic Services . . . . .  | <b>11</b>   |
| 4.2 Measures relating to passengers and their cabin baggage . . . . .     | 4           | Extracts from Annex 13 — Aircraft Accident Investigation . . . . .   | 12          |
| 4.3 Measures relating to checked baggage, cargo and other goods . . . . . | 4           | Extracts from Annex 14 — <b>Aerodromes</b> . . . . .   | 13          |
| 4.4 <del>Measures</del> relating to access control . . . . .              | 5           | Extracts from the <b>PANS-RAC</b> . . . . .  | 15          |
|   |             | Extracts from the <b>PANS-OPS</b> . . . . .  | 18          |



## FOREWORD

### Historical background

The material included in this Annex was developed by the Council pursuant to the following two resolutions of the Assembly:

*Resolution A 17-10: Implementation by States of Security Specifications and Practices adopted by this Assembly and further work by ICAO related to such Specifications and Practices*

#### THE ASSEMBLY:

- (3) REQUESTS the Council, with the assistance of the other constituent bodies of the Organization, to develop and incorporate, as appropriate, the material in the Appendices to this Resolution as Standards, Recommended Practices and Procedures in existing or new Annexes or other regulatory documents or guidance material of the Organization.

*Resolution A18-10: Additional Technical Measures for the Protection of the Security of International Civil Air Transport*

#### THE ASSEMBLY:

- (1) REQUESTS the Council to ensure, with respect to the technical aspects of air transportation security, that:
- (a) the subject of air transportation security continues to be given adequate attention by the Secretary General, with a priority commensurate with the current threat to the security of air transportation:

Following the work of the Air Navigation Commission, the Air Transport Committee and the Committee on Unlawful Interference, and as a result of the comments received from Contracting States and interested International Organizations, to whom draft material had been circulated, Standards and Recommended Practices on Security were adopted by the Council on 22 March 1974, pursuant to the provisions of Article 37 of the Convention on International Civil Aviation, and designated as Annex 17 to the Convention with the title "Standards and Recommended Practices — Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference".

Table A shows the origin of subsequent amendments together with a list of the principal subjects involved and the dates on which the Annex and the amendments were adopted by the Council, when they became effective and when they became applicable.

### Introduction

In order that a comprehensive document may be available to States for implementation of the security measures prescribed by this Annex, an Attachment hereto reproduces extracts from other Annexes, PANS-RAC and PANS-OPS bearing on the subject of action to be taken by States to prevent unlawful interference with civil aviation, or when such interference has been committed.

### Guidance material

The *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc 8973)* provides detailed procedures and guidance on aspects of aviation security and is intended to assist States in the implementation of their respective national civil aviation security programmes required by the specifications in the Annexes to the Convention on International Civil Aviation.

### Action by Contracting States

*Applicability.* The provisions of the Standards and Recommended Practices in this document are to be applied by Contracting States.

*Notification of differences.* The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention, by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any difference previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each Amendment to this Annex.

Contracting States are also invited to extend such notification to any differences from the Recommended Practices contained in this Annex, and any amendment thereto, when the notification of such differences is important for the safety of air navigation.

Attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

*Promulgation of information.* Information relating to the establishment and withdrawal of and changes to facilities, services and procedures affecting aircraft operations provided according to the Standards and Recommended Practices specified in this Annex should be notified and take effect in accordance with Annex 15.

*Use of the text of the Annex in national regulations.* The Council, on 13 April 1948, adopted a resolution inviting the attention of Contracting States to the desirability of using in their own national regulations, as far as practicable, the precise language of those ICAO Standards that are of a regulatory character and also of indicating departures from the Standards, including any additional national regulations that were important for the safety or regularity of air navigation. Wherever possible, the provisions of this Annex have been written in such a way as would **facilitate** incorporation, without major textual changes, into national legislation.

#### General information

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

##### 1. — Material comprising the Annex proper:

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

*Standard:* Any specification for physical characteristics, configuration, materiel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38 of the Convention.

*Recommended Practice:* Any specification for physical characteristics, configuration, materiel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interests of safety, regularity or efficiency of international air navigation, and to which Contracting States will **endeavour** to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.

- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an **essential** part of each Standard and Recommended Practice **in** which the term is used, *since* a change in the meaning of the term would affect the specification.

##### 2. — Material approved by the Council for publication in association with the Standards and ~~Recommended Practices:~~

- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligations of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption.
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text.
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.
- d) *Attachments* comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application.

This Annex has been adopted in four languages — English, French, Russian and Spanish. Each Contracting State is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organization accordingly.

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face **roman**; *Recommended Practices* have been printed in light face italics, the status being indicated by the prefix Recommendation; *Notes* have been printed in light face italics, the status being indicated by the prefix *Note*.

**Any** reference to a portion of this document which is identified by a number includes all subdivisions of that portion.

Table A. — Amendments to Annex 17

| <i>Amendment</i>   | <i>Source(s)</i>  | <i>Subject(s)</i>   | <i>Adopted<br/>Effective<br/>Applicable</i>   |
|--------------------|---|---|---|
| 1st Edition        | Council action in pursuance of Assembly Resolutions A17-10 and A18-10   | —   | 22 March 1974<br>22 August 1974<br>27 February 1975   |
| 1                  | Council action in pursuance of Assembly Resolution A21-23   | Change in status of paragraphs 3.1.2 and 5.1.2 to a Standard; compilation and dissemination of information related to an aircraft being subjected to an act of unlawful interference.   | 31 March 1976<br>31 July 1976<br>30 December 1976   |
| 2                  | Proposals of some States and Council action in pursuance of Assembly Resolution A22-17  | Transfer of specifications appearing in Chapter 9 of Annex 9 — Facilitation (Seventh Edition) to Annex 17; new provision in Chapter 5 concerning measures to be taken to control transfer and transit passengers and their cabin baggage; and amplification of the Note to paragraph 5.2.4 (Annex 17, Chapter 5) on measures and procedures to prevent unauthorized access to specified areas on an aerodrome.  | 15 December 1977<br>15 April 1978<br>10 August 1978   |
| 3                  | Proposals of some States and the Secretariat and Council action in pursuance of Assembly Resolution A22-17  | Specifications were added on the review of the level of threat by States, the development of training programmes, the isolation of security processed passengers, the inspection of aircraft for concealed weapons or other dangerous devices and the adoption of measures for the safety of passengers and crew of unlawfully diverted aircraft. A number of specifications were amplified and the status of one was changed to a Standard, related to the segregation and special guarding of aircraft liable to attack during stopovers.   | 13 December 1978<br>13 April 1979<br>29 November 1979                                       |
| 4<br>(2nd Edition) | Proposals of some States and an international organization and Council action in pursuance of Assembly Resolution A22-17  | A specification was added on the transportation of persons in custody, and two specifications revised to provide for aircraft which were leased, chartered or interchanged. The status of a specification dealing with the safety of passengers and crew of an aircraft subjected to an act of unlawful interference was changed to a Standard; the provisions of a specification dealing with the prevention of sabotage were amplified and Chapter I. — Applicability, deleted.   | 15 June 1981<br>15 October 1981<br>26 November 1981   |
| 5                  | Proposals of the Committee on Unlawful Interference and Council action in pursuance of Assembly Resolution A22-17   | The Note to Chapter I — Definitions was deleted. A specification setting out the action required for the transportation of weapons on board aircraft by law enforcement and other duly authorized persons was modified. A specification on the carriage of weapons in all other cases was added and the note to a specification dealing with the safeguarding of unattended aircraft was clarified.   | 30 November 1984<br>14 April 1985<br>21 November 1985                                       |
| 6<br>(3rd Edition) | Proposals of the Committee on Unlawful Interference with the assistance of an Ad Hoc Group of Experts — Unlawful Interference and Council action in pursuance of Assembly Resolution A22-17 | On the instruction of the Council this amendment was undertaken as a matter of urgency by the Committee on Unlawful Interference with the assistance of an Ad Hoc Group of Experts on aviation security which had been appointed on the instruction of the Council. As a consequence 11 new specifications were introduced into the Annex and 19 specifications were adopted as Standards.<br><br>Special effective and applicable dates for 5.1.4 are shown in the adjacent column.<br><br>The Council recommended that those States that are able to implement the substance of 5.1.4 do so as soon as it is feasible and practicable before the applicable date. | 19 December 1985<br>19 March 1986<br>19 May 1986<br><br>19 October 1987<br>19 December 1987 |



| Amendment          | Source(s)  | Subject(s)   | Adopted<br>Effective<br>Applicable                  |
|--------------------|--|--|---|
| 1<br>(4th Edition) | Proposals of the Committee on Unlawful Interference with the assistance of the Aviation Security Panel and Council action in pursuance of Assembly Resolution A267 | This amendment includes: a) a reorganization of the chapters of the Annex directed at a rationalization of the sequence of objectives, obligations and necessary actions relating to organization, preventive security measures and management of response; b) the introduction of important new provisions to reflect developments and assist States in confronting new situations which arose from grave acts of unlawful interference against civil aviation, since the last revision of Annex 17 in 1985; and c) the amendment or fine tuning of existing provisions consequential to a) and b) above, as well as to reflect the experience gained in the implementation of such measures. | 22 June 1989<br>30 October 1989<br>16 November 1989 |

# INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

## CHAPTER 1. DEFINITIONS

*Air side.* The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled.

*Security.* A combination of measures and human and material resources intended to safeguard international civil aviation against acts of unlawful interference.

*Security Control.* A means by which the introduction of weapons, ~~explosives~~ or articles likely to be utilized to commit an act of unlawful interference can be **prevented**.

*Security Programme.* Measures adopted to safeguard international civil aviation against acts of unlawful interference.

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## CHAPTER 2. GENERAL

### 2.1 Aims and objectives

2.1.1 The aim of aviation security shall be to safeguard international civil aviation operations against acts of unlawful interference.

2.1.2 Safety of passengers, crew, ground personnel and the general public shall be the primary objective of each Contracting State in all matters related to safeguarding against acts of unlawful interference with international civil aviation.

2.1.3 Each Contracting State shall establish an organization, develop plans and implement procedures, which together provide a standardized level of security for the operation of international flights in normal operating conditions and which are capable of rapid expansion to meet any increased security threat.

### 2.2 Security and facilitation

2.2.1 Recommendation. Each Contracting State should whenever possible arrange for the security measures and procedures to cause a minimum of interference with, or delay to the activities of, international civil aviation.

Note.- Guidance material on achieving international civil aviation security objectives through application of the Standards and Recommended Practices in the following chapters is to be found in the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc 8973).

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## CHAPTER 3. ORGANIZATION

### 3.1 National organization

**3.1.1** Each Contracting State shall establish a national civil aviation security programme.

**3.1.2** Each Contracting State shall ensure that the objective of their national civil aviation security programme shall be to protect the safety, regularity and efficiency of international civil aviation by providing, through regulations, practices and procedures, safeguards against acts of unlawful interference.

**3.1.3** Each Contracting State shall designate an appropriate authority within its administration to be responsible for the development, ~~implementation~~ and maintenance of the national civil aviation security programme.

**3.1.4** Each Contracting State shall keep under constant review the level of threat within its territory taking into account the international situation and adjust relevant ~~elements~~ of its national civil aviation security programme accordingly.

**3.1.5** Each Contracting State shall require the appropriate authority to establish ~~means~~ of **co-ordinating** activities between the departments, agencies and other organizations of the State ~~concerned~~ with ~~or~~ responsible for various aspects of the national civil aviation security programme.

**3.1.6** Each Contracting State shall require the appropriate authority to define and allocate the tasks for implementation of the national civil aviation security programme as between ~~agencies~~ of the State, air-port administrations, operators and others **concerned**.

**3.1.7** Each Contracting State shall ensure the establishment of an airport security programme, adequate to the needs of international traffic, ~~for~~ each airport serving international civil aviation.

**3.1.8** Each Contracting State shall arrange for an authority at each airport serving international civil aviation to be responsible for **co-ordinating** the implementation of security measures.

**3.1.9** Each Contracting State shall arrange for the establishment of airport security committees to advise on the development and co-ordination of security measures and procedures at each airport serving international civil aviation.

**3.1.10** Recommendation. *Each Contracting State should ensure that arrangements are made for the investigation of suspected sabotage devices or other potential hazards at airports serving ~~international~~ civil aviation and for their disposal.*

**3.1.11** Each Contracting State shall ensure that duly authorized, and suitably trained officers are readily available for deployment at their airports serving international civil aviation to assist in dealing with suspected, or actual, cases of unlawful interference with international civil aviation.

**3.1.12** Each Contracting State shall ensure that the appropriate authority arranges for the supporting facilities required by the security services at each airport serving international civil aviation.

**3.1.13** Each Contracting State shall ensure that contingency plans are developed and resources made available to safeguard airports and ground facilities used in international civil aviation, against acts of unlawful interference.

**3.1.14** Each Contracting State shall require the appropriate authority to ensure the development and implementation of training **programmes** to ensure the effectiveness of its national civil aviation security programme.

**3.1.15** Each Contracting State shall require operators providing service from that State to adopt a security programme and to apply it in proportion to the threat to international civil aviation and its facilities as known to the State.

**3.1.16** Recommendation. *Each Contracting State should promote whenever possible research and development of new security ~~equipment~~ which will better satisfy international civil aviation security objectives.*

### 3.2 International co-operation

**3.2.1** Each Contracting State shall co-operate with other States in order to adapt their respective national civil aviation security **programmes** as necessary.

**3.2.1.1** Recommendation. *Each Contracting State should include in its bilateral agreements on air transport a clause related to aviation security.*

**3.2.2** Each Contracting State shall ensure that requests from other States for special security measures in respect of specific flights, as far as may be practicable, are met.

**3.2.3** Contracting States shall, as necessary, co-operate with each other in the development and exchange of information concerning training **programmes**.

**3.2.4** Recommendation. *Each Contracting State should co-operate with other States in the field of research and ~~development~~ of new security equipment which will better satisfy international civil aviation security objectives.*

## CHAPTER 4. PREVENTIVE SECURITY MEASURES

### 4.1 General objectives of the measures

4.1.1 Each Contracting State shall establish measures to prevent weapons, explosives or any other dangerous devices which may be used to commit an act of unlawful interference, the carriage or bearing of which is not authorized, from being introduced, by any means whatsoever, on board an aircraft engaged in international civil aviation.

*Note.- In applying this Standard, special attention must be paid to the threat posed by explosive devices concealed in, or using electric, electronic or battery-operated item carried as hand baggage and/or in checked baggage. Guidance on this matter is to be found in the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc 8973).*

4.1.2 Recommendation. Contracting States should ensure that the carriage of weapons on board aircraft, by law enforcement officers and other authorized persons, acting in the performance of their duties, requires special authorization in accordance with the laws of the States involved.

4.1.2.1 Recommendation. Contracting States should ensure that the carriage of weapons in other cases is allowed only when an authorized and duly qualified person has determined that they are not loaded, if applicable, and then only if stowed in a place inaccessible to any person during flight time.

4.1.2.2 Recommendation. Contracting States should ensure that the pilot-in-command is notified as to the number of armed persons and their seat location.

4.1.3 Recommendation. Each Contracting State should ensure that pre-flight checks of aircraft assigned to international flights include measures to discover weapons, explosives and sabotage or other dangerous devices which may have been placed on board.

4.1.4 Each Contracting State shall establish procedures, which include notification to the operator, for inspecting aircraft, when a well-founded suspicion exists that the aircraft may be the object of an act of unlawful interference, for concealed weapons, explosives or other dangerous devices.

4.1.5 Each Contracting State shall establish measures to safeguard aircraft when a well-founded suspicion exists that the aircraft may be attacked while on the ground and to provide as much prior notification as possible of the arrival of such aircraft to airport authorities.

4.1.6 Each Contracting State shall arrange for surveys and inspections of security measures.

### 4.2 Measures relating to passengers and their cabin baggage

4.2.1 Each Contracting State shall ensure that adequate measures are taken to control transfer and transit passengers and their cabin baggage to prevent unauthorized articles from being taken on board aircraft engaged in international civil aviation operations.

4.2.2 Each Contracting State shall ensure that there is no possibility of mixing or contact between passengers subjected to security control and other persons not subjected to such control after the security screening points at airports serving international civil aviation have been passed: if mixing or contact does take place, the passengers concerned and their cabin baggage shall be re-screened before boarding an aircraft.

4.2.3 Each Contracting State shall establish measures to ensure that the aircraft operator and the pilot-in-command are informed when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings, in order that appropriate security measures can be taken.

4.2.4 Recommendation. Each Contracting State should require operators providing service from that State, to include in their security programmes, measures and procedures to ensure safety on board their aircraft when passengers are to be carried who are obliged to travel because they have been the subject of judicial or administrative proceedings.

4.2.5 Recommendation. Each Contracting State should require measures to be taken to ensure that disembarking passengers do not leave items on board aircraft.

### 4.3 Measures relating to checked baggage, cargo and other goods

4.3.1 Each Contracting State shall establish measures to ensure that operators when providing service from that State do not transport the baggage of passengers who are not on board the aircraft unless the baggage separated from passengers is subjected to other security control measures.

*Note.- This Standard has been applicable since 19 December 1987 with respect to the baggage of passengers at the point of origin and on-line transfer passengers. With respect to the baggage of other categories of passengers, the Standard became applicable on 1 April 1989.*

4.3.2 Each Contracting State shall establish measures to ensure that consignments of packages and checked baggage

intended for carriage on passenger flights, and using commercial **courrier** services, are also subjected to specific security control, in addition to those provided in 4.3.1.

**4.3.3 Recommendation.** *Each Contracting State should establish measures to ensure that baggage intended for carriage on passenger flights, whether accompanied or unaccompanied, when originating from places other than airport check-in counters, is subjected to security control.*

**4.3.4** Each Contracting State shall ensure the implementation of measures at airports serving international civil aviation to protect cargo, baggage, mail, stores and operator's supplies being moved within an airport and intended for carriage on an aircraft to safeguard such aircraft against an act of unlawful interference.

**4.3.5** Each Contracting State shall establish measures to ensure that cargo and mail intended for carriage on passenger flights are subjected to security controls which depend on the threat situation.

**4.3.6 Recommendation.** *Each Contracting State should arrange for secure storage areas at airports serving international civil aviation, where mishandled baggage may be*

*held until forwarded, claimed or disposed of in accordance with local laws.*

**4.3.7 Recommendation.** *Each Contracting State should take the necessary measures to ensure that unidentified baggage is placed in a protected and isolated area until such time as it is ascertained that it does not contain any explosives or other dangerous device.*

#### **4.4 Measures relating to access control**

**4.4.1** Each Contracting State shall establish procedures and identification systems to prevent unauthorized access by persons or vehicles to:

- a) the air side of an airport serving international civil aviation; and
- b) other areas important to the security of the airport.

**4.4.2** Each Contracting State shall establish measures to ensure adequate supervision over the movement of persons to and from the aircraft and to prevent unauthorized access to aircraft.

## CHAPTER 5. MANAGEMENT OF RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE

### 5.1 Operational aspects of an act of unlawful interference

5.1.1 Each Contracting State shall take adequate measures for the safety of passengers and crew of an aircraft which is subjected to an act of unlawful interference until their journey can be continued.

5.1.2 Each Contracting State responsible for providing air traffic services for an aircraft which is the subject of an act of unlawful interference shall collect all pertinent information on the flight of that aircraft and transmit that information to all other States responsible for the Air Traffic Services units concerned, including those at the airport of known or presumed destination, so that timely and appropriate safeguarding action may be taken en route and at the aircraft's known, likely or possible destination.

5.1.3 Recommendation. *Each Contracting State should ensure that information received as a consequence of action taken in accordance with 5.1.2 is distributed locally to the Air Traffic Services units concerned, the appropriate airport administrations, the operator and others concerned as soon as practicable.*

5.1.4 Each Contracting State shall provide such assistance to an aircraft subjected to an act of unlawful seizure, including the provision of navigational aids, air traffic services and permission to land as may be necessitated by the circumstances.

5.1.5 Each Contracting State shall take measures, as it may find practicable, to ensure that an aircraft subjected to an act of unlawful seizure which has landed in its territory is detained on the ground unless its departure is necessitated by the overriding duty to protect human life, recognizing the importance of consultations, wherever practicable, between the State where that aircraft has landed and the State of the operator of the aircraft.

### 5.2 Reports

5.2.1 Recommendation. *Each Contracting State should exchange information with other States as considered appropriate, at the same time supplying such information to ICAO, related to plans, designs, equipment, threats and procedures for safeguarding international civil aviation against acts of unlawful interference.*

5.2.2 A Contracting State in which an aircraft subjected to an act of unlawful interference has landed shall notify by the most expeditious means the State of Registry of the aircraft and the State of the operator of the landing and shall similarly transmit by the most expeditious means all other relevant information to:

- a) the two above-mentioned States;
- b) each State whose citizens suffered fatalities or injuries;
- c) each State whose citizens were detained as hostages;
- d) each Contracting State whose citizens are known to be on board the aircraft; and
- e) the International Civil Aviation Organization.

5.2.3 Each Contracting State concerned with an act of unlawful interference shall require its appropriate authority to re-evaluate security measures and procedures in respect of international flights which have been the subject of unlawful interference and take action necessary to remedy weaknesses so as to prevent recurrence.

5.2.4 Each Contracting State concerned with an act of unlawful interference shall provide ICAO with all pertinent information concerning the security aspects of the act of unlawful interference as soon as practicable after the act is resolved.

5.2.5 Recommendation. *Each Contracting State should adopt measures to ensure that persons acting in an official capacity do not divulge confidential information concerning an act of unlawful interference if such information is likely to jeopardize the safety of international civil aviation.*

# ATTACHMENT TO ANNEX 17

## EXTRACTS FROM ANNEX 2 — RULES OF THE AIR

### CHAPTER 3. GENERAL RULES

#### 3.7 Unlawful interference

**3.7.1** An aircraft which is being subjected to unlawful interference shall **endeavour** to notify the appropriate **ATS** unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the **ATS** unit to give priority to the aircraft and to minimize conflict with other aircraft.

*Note 1. — In any case, A **TS** units will **endeavour** to recognize any indication of such unlawful interference and will **attend** promptly to requests by the aircraft. Information pertinent to the safe conduct of the flight will continue to be transmitted and necessary action will be taken to expedite the conduct of all phases of the flight.*

*Note 2. — Guidance material for use when unlawful interference occurs and the aircraft is unable to notify an **ATS** unit of this fact is contained in Attachment B to this Annex.*

*Note 3. — Action to be taken by **SSR** equipped aircraft which are being subjected to unlawful interference is contained in Annex 11, the **PANS-RAC (Doc 4444)** and the **PANSOPS (Doc 8168)**.*

### ATTACHMENT B. UNLAWFUL INTERFERENCE

#### 1 General

**1.1** The following procedures are intended as guidance for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an **ATS** unit of this fact.

#### 2 Procedures

**2.1** Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue his flight on the assigned track and at the assigned cruising level at least until able to notify an **ATS** unit or within radar coverage.

**2.2** When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with **ATS**, the pilot-in-command should, whenever possible:

- a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders, data links, etc., should also be used when it is advantageous to do so and circumstances permit; and
- b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in **Doc 7030 — Regional Supplementary Procedures**; or
- c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for **IFR** flight in the area by **300 m (1 000 ft)** if above **FL 290** or by **150 m (500 ft)** if below **FL 290**.

*Note. — Action to be taken by an aircraft which is intercepted while being subject to an act of unlawful interference is prescribed in **3.8** of this Annex.*



EXTRACTS FROM ANNEX 6 — OPERATION OF AIRCRAFT  
PART I — INTERNATIONAL COMMERCIAL AIR TRANSPORT — **AEROPLANES**

## CHAPTER 13. SECURITY\*

**13.1** Security of the flight crew compartment

Recommendation.- *In all ~~aeroplanes~~ carrying ~~passengers~~ the flight crew compartment door should be capable of being locked from within the compartment.*

**13.2** Aeroplane search procedure check-list

An operator shall ensure that there is on board a check-list of the procedures to be followed in searching for a bomb in case of suspected sabotage.

**13.3** Crew member ~~trainng~~ programmes

An operator shall establish and maintain a training programme which enables crew members to act in the most appropriate manner to minimize the consequences of acts of unlawful interference.

**13.4** Reporting acts of unlawful interference

Following an act of unlawful interference the **pilot-in-command** shall submit, without delay, a report of such an act to the designated local authority.

\* In the context of this Chapter, the word "security" is used in the sense of prevention of illicit acts against civil aviation

EXTRACTS FROM ANNEX 9 — **FACILITATION**CHAPTER 1. DEFINITIONS AND  
APPLICABILITY

## A. Definitions

. . . . .

**Security equipment.** Devices of a specialized nature for use, individually or as part of a system, in the prevention or detection of acts of unlawful interference with civil aviation and its facilities.

. . . . .

CHAPTER 2. ENTRY AND DEPARTURE  
OF AIRCRAFT

## A. General

. . . . .

**2.2** Contracting States shall make provision whereby procedures, including those normally applied for security purposes, for the clearance of aircraft will be applied and

carried out in such a manner as to retain the advantage of speed inherent in air transport.

*Note. — With respect to application of security measures, attention is drawn to Annex 17.*

. . . . .

CHAPTER 3. ENTRY AND DEPARTURE  
OF PERSONS AND THEIR BAGGAGE

## A. General

. . . . .

**3.2** Contracting States shall make provision whereby the procedures, including those normally applied for security purposes, for clearance of persons **travelling** by air will be applied and carried out in such a manner as to retain the advantage of speed inherent in air transport.

*Note. — With respect to application of security measures, attention is drawn to Annex 17.*

## C. Departure Requirements and Procedures

.....

**3.29** Recommended Practice. — *Contracting States should not normally require presentation of baggage of passengers departing from their territory.*

*Note. — This provision is not intended to prevent the application of any essential security measures.*

**3.30** Contracting States shall not require inspection of baggage of passengers departing from their territory, except in special circumstances.

*Note. — This provision is not intended to prevent the application of any essential security measures.*

.....

## CHAPTER 4. ENTRY AND DEPARTURE OF CARGO AND OTHER ARTICLES

## A. General

.....

**4.2** Contracting States shall make provision whereby procedures, including those normally applied for security purposes, for the clearance of goods carried by air and for the interchange of air cargo with surface transport will be applied and carried out in such a manner as to retain the advantage of speed inherent in air transport and to avoid delay.

*Note. — With respect to application of security measures, attention is drawn to Annex 17.*

.....

## C. Clearance of Export Cargo

**4.10** Contracting States shall make arrangements consistent with security requirements which permit operators to select and load cargo, stores and unaccompanied baggage on outbound aircraft up to the time of departure.

.....

**4.12** Contracting States shall not normally require physical examination of cargo and unaccompanied baggage to be exported by air.

*Note. — This provision is not intended to prevent authorities from examining goods exported under certain conditions, e.g. under bond, licence or drawback, nor is it intended to preclude examinations considered essential, in particular cases, for security purposes.*

.....

**4.14** Contracting States shall permit cargo and unaccompanied baggage which are to be exported by air to be presented for clearance purposes at any approved customs office. Transfer from the first office to the air customs office of the airport where the cargo and unaccompanied baggage are to be laden on the aircraft shall be effected in accordance with the procedure laid down in the laws and regulations of the State concerned. Such procedure shall be as simple as possible, making due allowance for essential security precautions, in particular cases.

.

## G. Procedures Concerning the Clearance of Particular Articles

**4.40** Contracting States shall allow the loan of aircraft equipment and spare parts and security equipment and spare parts between airlines, when these are used in **connexion** with the establishment or maintenance of scheduled international air services, without payment of customs duties or other taxes or charges subject only to control measures which may provide that repayment of the loan is normally to be accomplished by means of the return of articles that are qualitatively and technically similar and of the same origin, and in any event that no profit-making transaction is involved.

.....

**4.42** Recommended Practice. — *Ground equipment and security equipment imported into the territory of a Contracting State by an airline of another Contracting State for use within the limits of an international airport in **connexion** with the establishment or maintenance of an international service operated by that airline should be admitted free of customs duties and, as far as possible, other taxes and charges, subject to compliance with the regulations of the Contracting State concerned. Such regulations should not unreasonably interfere with the necessary use by the airline concerned of such ground equipment and security equipment.*

*Note. — It is the intent of this provision that items such as the following should be admissible under the above provision, and it is not desired to discourage a Contracting State from allowing once-admitted items to be used by another foreign airline or at a location other than an international airport:*

.....

## 5. — Security equipment:

- weapon detecting devices;
- explosives detecting devices;
- intrusion detection devices.

## 6. — Component parts for incorporation into security equipment.

4.43 Contracting States shall establish procedures for the prompt entry into, or departure from, their territories of aircraft equipment, spare parts, stores, ground equipment and security equipment. When such items are urgently required by an operator of another Contracting State in order to maintain service, Contracting States shall grant prompt clearance for their import or export and shall dispense with requirements for advance production of documents such as entry or exit permits, and the like, provided that the operator accepts full responsibility in writing to produce these documents within a reasonable time after the items have been admitted or exported, and provided that the Contracting State concerned is satisfied that the documents will in fact be produced.

.....

## CHAPTER 6. INTERNATIONAL AIRPORTS — FACILITIES AND SERVICES FOR TRAFFIC

### A. General

6.11 Contracting States shall take all necessary steps to secure the co-operation of operators and airport administrations in ensuring that satisfactory facilities and services are provided for rapid handling and clearance of passengers, crew, baggage, cargo and mail at their international airports. Such facilities and services shall be flexible and capable of expansion to meet anticipated growth in traffic volume.

*Note. — With respect to the application of security measures, attention is drawn to the relevant specification in Annex 17, Chapter [2].*

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### B. Airport Traffic Flow Arrangements

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## III. OUTBOUND PASSENGERS, CREW AND BAGGAGE

.....

6.15 Recommended Practice. — *In order to facilitate aircraft departure, Contracting States, in examining passengers as a security measure should, to the extent feasible, utilize security equipment in conducting such examinations so as to reduce materially the number of persons to be searched by other means.*

*Note. — The use of radiological techniques for screening passengers should be avoided.*

— *Privacy should be assured, when a thorough physical search is to be carried out. If special rooms are not available, portable screens may be used for this purpose.*

6.16 Recommended Practice. — *In order to facilitate aircraft departure, Contracting States, in examining baggage of*

*passengers departing from their territory as a security measure should, to the extent feasible, utilize security equipment in conducting such examinations so as to reduce materially the amount of baggage to be searched by other means.*

.....

## V. TRANSIT AND TRANSFER OF PASSENGERS AND CREW

.....

6.27 Recommended Practice. — *Contracting States should ensure that physical facilities at airports are provided, where the volume and nature of the traffic so require, whereby crew and passengers in direct transit on the same aircraft, or transferring to other flights, may remain temporarily without being subject to inspection formalities, except in special circumstances determined by the public authorities concerned.*

.....

## VII. CARGO AND MAIL HANDLING AND CREW

.....

6.38 Recommended Practice. — *Adequate space should be available in cargo terminals for storage and handling of air cargo, including building up and breaking down of pallet and container loads, located next to the customs area and easily accessible to authorized persons and vehicles from both the apron and the landside road.*

.....

6.40 Recommended Practice. — *Cargo terminals should be equipped with storage facilities for special cargo (e.g. valuable goods, perishable shipments, and live animals). Those areas of cargo terminals in which cargo and mail is stored overnight or for extended periods prior to shipment by air should be protected against access by unauthorized persons.*

.....

## CHAPTER 8. OTHER FACILITATION PROVISIONS

### A. Bonds and Exemption from Requisition or Service

.....

8.2 Recommended Practice. — *The aircraft, ground equipment, security equipment, spare parts and technical supplies of an airline located in a Contracting State (other than the Contracting State in which such airline is established) for use in the operation of an international air service serving such Contracting State, should be exempt from the laws of such Contracting State authorizing the requisition or seizure of aircraft, equipment, parts or supplies for public use, without prejudice to the right of seizure for breaches of the laws of the Contracting State concerned.*

EXTRACTS FROM ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS,  
VOLUME I

PART I. EQUIPMENT AND SYSTEMS

.....

CHAPTER 2. RADIO NAVIGATION AIDS

.....

~~2.55~~— Secondary Surveillance Radar (**SSR**)

.....

~~2.5.4.21~~ Code ~~7700~~ to provide recognition of an aircraft in an emergency.

.....

~~2.5.4.23~~ Code ~~7500~~ to provide recognition of an aircraft which is being subjected to unlawful interference.

~~2.5.4.3~~ Appropriate provisions shall be made in ground decoding equipment to ensure immediate recognition of Mode A codes ~~7500~~, ~~7600~~ and ~~7700~~.

EXTRACTS FROM ANNEX 11 — AIR TRAFFIC SERVICES

CHAPTER 2. GENERAL

~~2.18~~ Priority in the event of an aircraft emergency

~~2.18.1~~ An aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, shall be given priority over other aircraft.

*Note.- To indicate that it is in a state of emergency, an aircraft equipped with an **SSR** transponder might operate the equipment as follows:*

*a) on Mode A, Code ~~7700~~; or*

*b) on Mode A, Code ~~7500~~, to indicate specifically that it is being subjected to unlawful interference.*

.....

CHAPTER 5. ALERTING SERVICE

**5.1 Application**

**5.1.1** Alerting service shall be provided:

.....

**3)** to any aircraft known or believed to be the subject of unlawful interference.

.....

**5.2 Notification of rescue co-ordination centres**

**5.2.1** Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in **5.5.1**, notify rescue co-ordination centres immediately an aircraft is considered to be in a state of emergency in accordance with the following:

## 2) Alert phase when:

.....

except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants, or when

- d) an aircraft is known or believed to be the subject of unlawful interference.

.....

### 5.5 information to the operator

5.5.1 When an area control or a flight information centre decides that an aircraft is in the uncertainty or the alert phase, it shall, when practicable, advise the operator prior to notifying the rescue co-ordination centre.

*Note. — If an aircraft is in the distress phase, the rescue co-ordination centre has to be notified immediately in accordance with 5.2.1.*

5.5.2 All information notified to the rescue co-ordination centre by an area control or flight information centre shall, whenever practicable, also be communicated, without delay, to the operator.

### 5.6 Information to aircraft operating in the vicinity of an aircraft in a state of emergency

5.6.1 When it has been established by an air traffic services unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in 5.6.2, be informed of the nature of the emergency as soon as practicable.

5.6.2 When an air traffic services unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.

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## EXTRACTS FROM ANNEX 13 — AIRCRAFT ACCIDENT INVESTIGATION

### CHAPTER 5. INVESTIGATION

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#### ORGANIZATION AND CONDUCT OF THE INVESTIGATION

.....

#### RESPONSIBILITY OF THE STATE CONDUCTING THE INVESTIGATION

.....

#### *Informing aviation security authorities*

5.111 If, in the course of an investigation it becomes known, or it is suspected, that an act of unlawful interference was involved, the investigator-in-charge shall immediately initiate action to ensure that the aviation security authorities of the State(s) concerned are so informed.

## EXTRACTS FROM ANNEX 14 — AERODROMES

## CHAPTER 3. PHYSICAL CHARACTERISTICS

## 3.12 Isolated aircraft parking position

**3.12.1** An isolated aircraft parking position shall be designated or the aerodrome control tower shall be advised of an area or areas suitable for the parking of an aircraft which is known or believed to be the subject of unlawful interference, or which for other reasons needs isolation from normal aerodrome activities.

**3.12.2** Recommendation.- The isolated aircraft parking position should be located at the maximum distance practicable and in any case never less than 100 m from other parking positions, buildings or public areas, etc. Care should be taken to ensure that the position is not located over underground utilities such as gas and aviation fuel and, to the extent feasible, electrical or communication cables.

## CHAPTER 5. VISUAL AIDS FOR NAVIGATION

~~5.3. Lights~~~~5.3.22. Apron flood lighting~~

## Application

**5.3.22.1** Recommendation.- Apron floodlighting should be provided on an apron, and on a designated isolated aircraft parking position, intended to be used at night.

**Note 1.**— The designation of an isolated aircraft parking position is specified in 3.12.2.

**Note 2.**— Guidance on apron floodlighting is given in the Aerodrome Design Manual, Part 4.

## CHAPTER 8. EQUIPMENT AND INSTALLATIONS

## 8.1 Secondary power supply

## General

## Application

**8.1.1** Recommendation.- A secondary power supply should be provided, capable of supplying the power requirements of at least the aerodrome facilities listed below:

e) essential security lighting, if provided in accordance with 8.5.1.

## 8.4 Fencing

**8.4.2** Recommendation.- A fence or other suitable barrier should be provided on an aerodrome to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome.

**Note.**— This is intended to include the barring of sewers, ducts, tunnels, etc., where necessary to prevent access.

**8.4.3** Recommendation.- Suitable means of protection should be provided to deter the inadvertent or premeditated access of unauthorized persons into ground installations and facilities essential for the safety of civil aviation located off the aerodrome.

## Location

**8.4.4** Recommendation.- The fence or barrier should be located so as to separate the movement area and other facilities or zones on the aerodrome vital to the safe operation of aircraft from areas open to public access.

**8.4.5** Recommendation.- When greater security is thought necessary, a cleared area should be provided on both sides of the fence or barrier to facilitate the work of patrols and to make trespassing more difficult.

## 8.5 Security lighting

**8.5.1** Recommendation.- At an aerodrome where it is deemed desirable for security reasons, a fence or other barrier provided for the protection of international civil aviation and its facilities should be illuminated at a minimum essential level.

## CHAPTER 9. EMERGENCY AND OTHER SERVICES

## 9.1 Aerodrome emergency planning

## General

**Introductory Note.**— Aerodrome emergency planning is the process of preparing an aerodrome to cope with an emergency occurring at the aerodrome or in its vicinity. The objective of aerodrome emergency planning is to minimize the effects of an

emergency, particularly in respect of saving lives and ~~main-~~  
~~taining~~ aircraft operations. The ~~aerodrome~~ emergency plan  
sets forth the procedures for ~~co-ordinating~~ the response of  
different ~~aerodrome~~ agencies (or services) and of those  
agencies in the surrounding community that could be of assist-  
ance in responding to the emergency. Guidance material to  
assist the Appropriate Authority in establishing ~~aerodrome~~  
emergency planning is given in ~~the~~ Airport Services Manual,  
Part 7.

9.1.1 An ~~aerodrome~~ emergency plan shall be established  
at an ~~aerodrome~~, commensurate with the aircraft operations  
and other activities conducted at the ~~aerodrome~~.

9.1.2 The ~~aerodrome~~ emergency plan shall provide for the  
co-ordination of the actions to ~~be~~ taken in an emergency  
occurring at an ~~aerodrome~~ or in its vicinity.

Note.- Examples of ~~emergencies~~ are: aircraft emergencies,  
sabotage including bomb threats, ~~unlawfully~~ seized aircraft,  
dangerous goods occurrences, building fires and natural  
disasters.

9.1.3 The plan shall co-ordinate the response or partici-  
pation of all existing agencies which, in the opinion of the  
Appropriate Authority, could be of assistance in responding  
to an emergency.

Note.- Examples of agencies are:

on the ~~aerodrome~~: air traffic control unit, rescue and fire  
fighting services, ~~aerodrome~~ administration, medical and  
ambulance services, aircraft operators, security services,  
and police,

off the ~~aerodrome~~: fire departments, police, medical and  
ambulance services, hospitals, military, and ~~harbour~~ patrol  
or coast guard.

9.1.4 Recommendation.- The plan should provide  
for co-operation and co-ordination with the Rescue Co-  
ordination ~~Centre~~, as necessary.

9.1.5 Recommendation.- The ~~aerodrome~~ emergency  
plan document should include at least the following:

- a) types of emergencies planned for,
- b) agencies involved in the plan;
- c) responsibility and role of each agency, the emergency  
operations ~~centre~~ and the command post, for each type  
of emergency;

d) information on names and telephone numbers of offices  
or people to be contacted in the case of a particular  
emergency; and

e) a grid map of the ~~aerodrome~~ and its immediate vicinity.

### Emergency operations centre and ~~command~~ post

9.1.6 Recommendation.- A fixed emergency operations  
~~centre~~ and a mobile command post should be available for use  
during an emergency.

9.1.7 Recommendation.- The emergency operations  
~~centre~~ should be a part of the ~~aerodrome~~ facilities and should  
be responsible for the over-all co-ordination and general direc-  
tion of the response to an emergency.

9.1.8 Recommendation.- The commandpost should be a  
facility capable of being moved rapidly to the site of an  
emergency, when required, and should undertake the local co-  
ordination of those agencies responding to the emergency.

9.1.9 Recommendation.- A person should be assigned to  
assume control of the emergency operations ~~centre~~ and, when  
appropriate, another person the command post.

### Communication system

9.1.10 Recommendation.- Adequate communication  
systems linking the command post and the emergency opera-  
tions ~~centre~~ with each other and with the participating  
agencies should be provided in accordance with the plan and  
consistent with the particular requirements of the ~~aerodrome~~.

### Aerodrome emergency exercise

9.1.11 Procedures shall be established for testing the plan  
and reviewing the results in order to improve the effectiveness  
of the plan.

9.1.12 Recommendation.- The ~~response~~ of individual  
participating agencies, and components of the plan, such as  
the communications system, should be tested and reviewed at  
intervals not exceeding one year.

EXTRACTS FROM THE PROCEDURES FOR AIR NAVIGATION SERVICES —  
RULES OF THE AIR AND AIR TRAFFIC SERVICES (Doc 4444)

PART III.- AREA CONTROL SERVICE

SEPARATION OF AIRCRAFT IN THE PROVISION  
OF AREA CONTROL SERVICE

1. General Provisions for the Separation of Controlled Traffic

.....

1.3 Larger separations than the specified minima should be applied whenever wake turbulence or exceptional circumstances such as unlawful interference call for extra precautions. This should be done with due regard to all relevant factors so as to avoid impeding the flow of air traffic by the application of excessive separations.

Note 1.- ~~Unlawful~~ interference with an aircraft constitutes a case of exceptional circumstances ~~which~~ might require the application of separations larger than the specified minima, between the aircraft being subjected to ~~unlawful~~ interference and other aircraft.

.....

EMERGENCY AND COMMUNICATION FAILURE

16. Emergency Procedures

16.1 General

16.1.1 The various circumstances surrounding each emergency situation preclude the establishment of exact detailed procedures to be followed. The procedures outlined herein are intended as a general guide to air traffic services personnel. Air traffic control units shall maintain full and complete co-ordination, and personnel shall use their best judgement in handling emergency situations.

Note.- To indicate that it is in a state of emergency, an aircraft equipped with an SSR transponder might operate the equipment as follows:

(a) on Mode A, Code 7700; or

(b) on Mode A, Code 7500, to indicate ~~specifically~~ that it is being subjected to ~~unlawful~~ interference.

16.2 Priority

16.2.1 An aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, shall be given priority over other aircraft.



### 16.3 Unlawful Interference

**16.3.1** Air traffic services personnel shall be prepared to recognize any indication of the occurrence of unlawful interference with an aircraft.

**16.3.2** Whenever unlawful interference with an aircraft is suspected, and where automatic distinct display of **SSR** Mode A Code **7500** and Code **7700** is not provided, the radar controller shall attempt to verify his suspicion by setting the **SSR** decoder to Mode A Code **7500** and thereafter to Code **7700**.

**Note.**— An aircraft equipped with **SSR** transponder is expected to operate the transponder on Mode A Code **7500** to indicate ~~specifically~~ that it is the subject of ~~unlawful~~ interference. The aircraft may operate the transponder on ~~Mode A Code 7700~~, to indicate that it is threatened by grave and imminent danger, and requires ~~immediate~~ assistance.

**16.3.3** Whenever unlawful interference with an aircraft is known or suspected, **ATS** units shall promptly attend to requests by the aircraft, including requests for relevant information relating to air navigation facilities, procedures and services along the route of flight and at any ~~aerodrome~~ of intended landing, and shall take such action as is necessary to expedite the conduct of all phases of the flight. **ATS** units shall also:

- (a) transmit, and continue to ~~transmit, information~~ pertinent to the safe conduct of the flight, without expecting a ~~reply~~ from the aircraft;
- (b) monitor and plot the progress of the flight with the means- available, and co-ordinate transfer of control with adjacent **ATS** units without requiring transmissions or other responses from ~~the~~ aircraft, unless communication with the aircraft remains normal;
- (c) inform and continue to keep informed,, other **ATS** units which may be concerned with the progress of the flight.

**Note.**— In ~~applying~~ this provision, account ~~must~~ be ~~taken of all the factors~~ which may affect the progress of the ~~flight, including fuel endurance and the possibility of sudden changes in route and destination~~. The objective is to provide, as far in advance as is ~~practicable~~ in the circumstances, each **ATS** unit with appropriate information as to the ~~expected or possible~~ penetration of the aircraft into its area of ~~responsibility~~.

- (a) notify
  - (i) the operator or his designated representative;
  - (ii) the appropriate rescue co-ordination ~~centre~~ in accordance with appropriate alerting procedures;
  - (iii) the designated security authority.

**Note.** — It is assumed that the designated security authority and/or the operator ~~will~~ in turn notify other parties concerned in accordance with ~~pre-established~~ procedures.

- (a) relay appropriate messages, relating to the circumstances associated with the unlawful interference, between the aircraft and designated authorities.

PART V.— AERODROME CONTROL SERVICE

.....

CONTROL OF AERODROME TRAFFIC10. Control of Taxiing Aircraft

.....

**10.4** An aircraft known or believed to be the subject of unlawful interference or which for other reasons needs isolation from normal **aerodrome** activities shall be cleared to the designated isolated parking position. Where such an isolated parking position has not been designated, or if the designated position is not available, the aircraft shall be cleared to a position within the area or areas selected by prior agreement with the **aero-drome** authority. The taxi clearance shall specify the taxi route to be followed to the parking position. This route shall be selected with a view to minimizing any security risks to the public, other aircraft and installations at the **aerodrome**.

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**Note.**— See Annex 14, Chapter 3.

EXTRACTS FROM THE PROCEDURES FOR AIR NAVIGATION SERVICES —  
AIRCRAFT OPERATIONS (**Doc 8168**), VOLUME I**PART VIII, — SECONDARY SURVEILLANCE RADAR (SSR)**  
**TRANSPONDER OPERATING PROCEDURES**

.....

## CHAPTER 1. — OPERATION OF TRANSPONDERS

.....

**1.3 EMERGENCY PROCEDURES**

**1.3.1** The pilot of an aircraft encountering a state of emergency shall set the transponder to Mode A Code **7700** except when previously directed by **ATC** to operate the transponder on a specified code. In the latter case he shall maintain the specified code unless otherwise advised by **ATC**.

**1.3.2** Notwithstanding the procedures at **1.3.1**, a pilot may select Mode A Code **7700** whenever he has specific reason to believe that this would be the best course of action.

*Note.* — Attention is drawn to the fact that the use of Mode A Code **7700** in certain areas may result in the elimination of the **SSR** response of the aircraft from the **ATC** radar display in cases where the ground equipment is not provided with automatic means for its ~~immediate~~ recognition.

.....

**1.5 UNLAWFUL INTERFERENCE WITH AIRCRAFT IN FLIGHT**

**1.5.1** Should an aircraft in flight be subjected to unlawful interference, the pilot-in-command shall **endeavour** to set the transponder to Mode A Code **7500** to give indication of the situation unless circumstances warrant the use of Code **7700**.

**1.5.2** When a pilot has selected Mode A Code **7500** and is subsequently requested to confirm his code by **ATC** in accordance with **1.1.4** he shall, according to circumstances either confirm this or not reply at all.

*Note.* — The absence of a reply from the *pilot* will be taken by **ATC** as an indication that the use of Code **7500** is not due to an inadvertent ~~false~~ code selection.

—END—

## ICAO TECHNICAL PUBLICATIONS

*The following ~~summary~~ gives ~~the status~~, and also describes in general ~~forms~~ the contents ~~of~~ the various series of technical publications issued by the ~~International~~ Civil Aviation Organization. It does not include specialized publications that do not fall specifically within one of the series, such as the Aeronautical Chart **Catalogue** or ~~the~~ Meteorological Tables for International Air Navigation.*

International Standards and Recommended Practices are adopted by the Council in accordance with Articles **54**, **37** and **90** of the Convention on International Civil Aviation and are designated, for convenience, as Annexes to the Convention. The uniform application by Contracting States of the specifications contained in the International Standards is recognized as necessary for the safety or regularity of international air navigation while the uniform application of the specifications in the Recommended Practices is regarded as desirable in the interest of safety, regularity or efficiency of international air navigation. Knowledge of any differences between the national regulations or practices of a State and those established by an International Standard is essential to the safety or regularity of international air navigation. In the event of non-compliance with an International Standard, a State has, in fact, an obligation, under Article **38** of the Convention, to notify the Council of any differences. Knowledge of differences from Recommended Practices may also be important for the safety of air navigation and, although the Convention does not impose any obligation with regard thereto, the Council has invited Contracting States to notify such differences in addition to those relating to International Standards.

Procedures for Air Navigation Services (PANS) are approved by the Council for world-wide application. They contain, for the most part, operating procedures

~~regarded~~ as not yet having attained a sufficient degree of maturity for adoption as International Standards and Recommended Practices, as well as material of a more permanent character which is considered too detailed for incorporation in an Annex, or is susceptible to frequent amendment, for which the processes of the Convention would be too cumbersome.

Regional Supplementary Procedures (**SUPPS**) have a status similar to that of PANS in that they are approved by the Council, but only for application in the respective regions. They are prepared in consolidated form, since certain of the procedures apply to overlapping regions or are common to two or more regions.

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*~~The following publications~~ are prepared by authority of the Secretary General in accordance with the principles and policies approved by the Council.*

Technical Manuals provide guidance and information in amplification of the International Standards, Recommended Practices and PANS, the implementation of which they are designed to facilitate.

Air Navigation Plans detail requirements for facilities and services for international air navigation in the respective **ICAO** Air Navigation Regions. They are prepared on the authority of the Secretary General on the basis of recommendations of regional air navigation meetings and of the Council action thereon. The plans are amended periodically to reflect changes in requirements and in the status of implementation of the recommended facilities and services.

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**INTERNATIONAL STANDARDS AND  
RECOMMENDED PRACTICES**

**SECURITY**

SAFEGUARDING INTERNATIONAL CIVIL AVIATION  
AGAINST ACTS OF UNLAWFUL INTERFERENCE

**ANNEX 17**

TO THE **CONVENTION** ON INTERNATIONAL **CIVIL AVIATION**

**FOURTH EDITION — OCTOBER 1989**



This edition incorporates all amendments adopted by the Council prior to 23 June 1989 and supersedes on 16 November 1989 all previous editions of Annex 17.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**